

Montana and the Sky

Vol. 35, No. 5

MONTANA AERONAUTICS DIVISION

May 1984

PLANS FINALIZED FOR STATEWIDE CONFERENCE

Plans are nearing completion for the first annual Montana Aviation Conference to be held at the Ramada Inn in Billings on June 22 and 23.

The Conference is being sponsored by the Montana Aeronautics Division in cooperation with the Montana Aviation Advisory Council comprised of the many Montana aviation organizations.

For many years aviation in Montana has been represented by many small, diverse groups. It is hoped that this Conference — and the others to follow — will help to bring these groups together in working for Montana's aviation future.

The 1984 Conference will focus on several important issues. Agenda items include discussions of the problems facing Montana aviation and possible solutions for those problems, proposed legislation, the future of the Montana Aeronautics Division, and planning for the 1985 Conference. The Montana Aeronautics Board will hold their June meeting on Friday afternoon, June 22, beginning at 1:00 p.m. at the Ramada. As usual, anyone interested is invited to attend this meeting.

The Montana Aeronautics Division will also sponsor a Flying Companion seminar, taught by the 99s, on Saturday morning, running concurrently with the other Saturday morning session.

The Conference will begin at 7:00 p.m. on Friday evening, June 22, with an evening session and then continue at 9:00 a.m. on Saturday morning. A

block of rooms has been set aside at the Ramada Inn for Conference participants. Room rates will be \$36 for singles and \$42 for doubles. Reservations should be made immediately by calling the Ramada at 248-7151. Be sure to mention that you will be attending the Montana Aviation Conference. (There are also several other optional motels within walking distance of the Ramada.)

A registration fee of \$10 will cover the cost of a Saturday luncheon and help defray other expenses.

In order that we might have an idea of numbers of participants, we ask that you fill out the registration form on page 7 as soon as possible and return it (along with the fee of \$10 per participant) to the Montana Aeronautics Division. Those unable to preregister may



Paula Percy receives a control tower indoctrination from Bob McClary.

do so at the Conference beginning at 6:00 p.m. Friday evening, June 22.

Register today — this could be the most important aviation meeting you will attend this year!

Pearcy Wins FAA Regional Writing Award

A luncheon was recently held in Billings in honor of Paula Percy, a high school senior from Miles City, who was state winner in the senior category of the FAA writing contest with her essay on "The Importance of Aviation to our Society."

Paula's essay also won the seven-state Northwest Mountain Region award and will now be considered for national honors. Approximately 10,000 students in three age groups are competing for national awards.

Accompanied to Billings by her parents, Sandra and Merrill Percy, Jr., Paula was presented with state and FAA awards by Chuck White, Billings FAA Coordinator, and Mike Ferguson, administrator of the Montana Aeronautics Division.

She was given a thorough indoctrination of the Billings control tower and learned what it is like to be on the "other end of the mike" when she cleared the state Bonanza, N447MA, to land at Billings with Mike Ferguson at the controls.

Paula will spend the summer helping her dad with his Fixed Base Operation and continuing her flight training and then plans to attend Miles City Community College in the fall.

Administrator's Column

I attended an Intergovernmental Workshop at the Federal Executive Institute in Charlottesville, Virginia, April 22 - 27. This workshop was hosted by the Federal Aviation Administration. The purpose of the workshop was to provide an opportunity for state aviation officials and FAA senior executives to meet in an informal atmosphere so that they could become more knowledgeable and tolerant of each other's problems and seek solutions to those problems of highest priority. Many issues of concern were addressed, some of which were MLS transition, Loran C navigation, obstruction marking (FAR Part 77), aviation weather, airport refueling responsibilities, military airspace, 5010 airport inspections, ultra-lights, CFR requirements, Airport Improvement Program, airport construction standards, airport security, state/federal coordination, plus many more topics. I feel that I now understand much more about the FAA's internal policies and procedures and that the FAA gained some appreciation and understanding of the problems and issues being faced by the states. A highlight of the workshop was being able to meet the new FAA administrator, Donald Engen, who joined us for lunch and addressed the group that afternoon. Mr. Engen responded to many questions and certainly left me with a strong impression that he has a good feel for the many problems and issues being faced by the FAA as well as the states.

* * * * *

The Del Bonita border crossing airstrip is now open for public use. Dave Kneedler and Vern Moody of the Aeronautics Division's Airport/Airways Bureau surveyed and installed the new runway marker cones in April. This airstrip is the result of a cooperative effort of Canadian and United States Flying Farmers and the Montana Aeronautics Division. Most of the actual work was completed by Flying Farmers volunteers with Aeronautics Division personnel providing the engineering and technical assistance as well as the windsock and standard, runway marker cones, and a unicom. A dedication ceremony is being planned for June 16 at the airstrip. We anticipate Mr. Frank Whetstone, chairman of the International Boundary Commission, Herb Sammons, chairman of the Montana Aeronautics Board, and representatives from the Flying Farmers, the Montana Pilots Association, Del Bonita, Lethbridge, Cut Bank, U.S. and Canadian customs and immigration, Montana Department of Commerce, Montana Aeronautics Division, as well as the public, being in attendance. Pack your lunch and fly to the Del Bonita border crossing airstrip. The unicom is located in the U.S. Customs office and 122.8 MHz is the frequency.

* * * * *

I joined the MPA Helena Hangar members in their annual airport maintenance project at the Canyon Ferry airstrip on April 14. The work session included rock picking, servicing the windsock standard, installing a new windsock, painting the runway end markers, segmented circle markers, and airport identification markers. After the work was completed, we all enjoyed a picnic lunch on the Canyon Ferry Lake shore. On behalf of the Aeronautics Division I wish to congratulate and thank the Helena MPA Hangar for a very worthwhile job well done.



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SCHOLARSHIP TO HONOR BOBBIE HILL



A drive to fund a flight scholarship is being initiated in memory of Bobbie Hill, a pilot for the Forest Service Aerial Fire Depot in Missoula. Bobbie recently died after a long bout with cancer.

Bobbie was one of only three women Forest Service pilots in the United States. She flew the Baron 58P, the Kingair, and Cessna 206. She had flown missions as lead plane in fire-fighting aerial assaults, flown smoke-jumpers, and handled other flying duties connected with the job.

She received her private pilot's certificate in 1976 in Baker, Oregon, while employed with the Forest Service and was selected from many entries for the woman's pilot position in Missoula in 1980.

During the two years from December of 1980 to 1982, Bobbie received her commercial, instrument, multi-engine, instructor, and instrument instructor ratings. She was well on her way to getting her multi-engine instructor's rating when she developed cancer.

Bobbie's left hand was removed because of the cancer, but this didn't stop her from flying. As soon as she was able, she was in the air again. She often said, "Flying is my life, I won't give it up." She was fitted with a prosthesis and got a waiver of demonstrated ability, then was at the controls again. She was able to fly her Super Cub from their farm strip in the Bitterroot Valley.

In 1983 Bobbie was presented with the Bill Mathews Pilot Achievement award at the MPA convention in Bozeman. This award is given each year to a handicapped pilot.

While on vacation in the mountains, Bobbie started having other pains and later found out that the cancer had spread. Determined not to quit now, she underwent extensive treatments, including care at the M.D. Anderson Cancer Treatment Center in Houston. Bobbie Hill died in Missoula April 27. She will be remembered by all who knew her for her zest for life and her love of flying.

As a tribute to that love of flying and to her involvement with the 99s, Nels Jensen, chief pilot of the Missoula Aerial Fire Depot, is organizing a scholarship fund drive in memory of Bobbie Hill. The scholarship, to be administered through the 99s, will be awarded to a deserving member of the 99s to help her in training for additional ratings. For further information on the scholarship, contact Nels in Missoula at 329-4903 or Patty Mitchell at Montana Aeronautics in Helena, phone 444-2506.

Corporate Air Expands Helena Operations

On April 3, 1984, Corporate Air officially opened on the west end of the Helena Airport as a full service FBO. They had begun operations in Helena in October 1983 as a limited commercial operator, working then out of the old Forest Service radio shop on the airport. Tom Gilbert served as air cargo manager.

In the spring of 1981 Corporate Air began a limited commercial operation on the Billings airport. In April 1982 they purchased the Executive Air West facilities at Logan Field and established a full service FBO there. The business has expanded from two small planes and two pilots operating out of four rented hangars to its present operation with 35 people on the payroll.

Current staff members include Bob McIver, chief pilot; James Schollenburger, general manager; and David Oberlitner, Helena operation manager.

Corporate Air plans an open house in Helena June 2 and 3.



Posing for a picture are members of Corporate Air's Helena crew: (from left) Kent Covert, pilot; Tom Olds, chief of maintenance; Kevin Kundert, mechanic and painter; Laura Teague, secretary; Dave Oberlitner, Helena branch manager; and Tom Gilbert, air cargo sales and service.

Montana AAAE Members Host Airports Conference

On April 17 - 20, Billings hosted the 1984 Combined Airports Conference, which is an annual meeting sponsored by the Northwest Chapter of the American Association of Airport Executives. These annual meetings are held in a different location each year, and this year's gathering was the first hosted in Montana.

Aviation interests from throughout the Northwest were well represented, including airport management, state aeronautics personnel and officials of the Federal Aviation Administration. Billings Airport's Director of Aviation Bruce Putnam is this year's president of the Northwest Chapter of the AAAE and thus chaired the conference.

As program chairman, Joe Attwood, Great Falls airport director and current president of the Montana Airport Management Association, put together numerous interesting and thought provoking sessions. These included a session entitled "Computers in Airport Management," which was a session on the use of the personal size computer in the management of an airport and included some suggestions for determining whether a computer can be justified within a given operation.

Another session discussed the future of general aviation with some emphasis on the ultralight portion of that industry.

The economic influence of an airport was the topic of another session which

included an interesting explanation of a concept used in North Dakota. Under this concept, the entire state is divided into several regions, each "anchored" by a major airport and comprised of several counties. These counties are then taxed equally to support the major airport within their region.

Other sessions included discussion of various FAA programs and involved personnel from the Seattle regional headquarters.

The program also included a session on various legal issues of interest to air-

port management and a stimulating and entertaining presentation on personnel management by Jim Troglia of Helena. A new approach to hiring, communicating in the future, and a discussion of the Essential Air Service issue that is so important to Montana rounded out a very well-done program.

The person traveling the farthest to attend the conference would have to have been Mr. Helmy Ayoub Armanious, manager of Embaba Aerodrome, Cairo, Egypt, who was in Montana as the guest of the Morrison-Maierle consulting firm of Helena.



Deputy Director Wayne Barlow (left) of the FAA Northwest Mountain Region presents an Environmental Award to Lee Holford, director of airports at Spokane International Airport and Felts Field. The 1984 Environmental Award for Commercial Service Airports was presented to Carol Lewis, manager of Jackson Hole Airport.



Terry Marshall (left), president of Big Sky Airlines, addressed the group on subject of essential air service. Here he discusses the issues with Russ Pankey (center), manager of Johnson-Bell Field in Missoula, and Terry Igoc, Natrona County International Airport in Casper, Wyo.



Joe Attwood, MAMA president and program chairman, presents a Montana belt buckle to Quentin Taylor, deputy associate administrator for airports from the FAA Headquarters, Washington, D.C.



Dr. Starr McMullen (left), assistant professor from Oregon State University, spoke on the economic influence of airports. Here she answers a question of Worthie Rauscher, administrator of the Idaho Division of Aeronautics. In the background are (left) Harold Vavra, director of the North Dakota Aeronautics Commission, and Montana State Senator Larry Stimatz, Butte.

It's Airport Spruce-Up Time

By: Jerry Burrows
Aviation Representative

With summer almost here, it's time to get out and spruce up your local airport. Flying clubs, pilot and civic organizations can often be enlisted to help out on such a project.

Here are some maintenance items which may need attention on your airport.

1. If your airport is paved, check for and repair any pot holes or cracks that may have appeared. How about the runway markings — could they use a coat of paint?

If you have a turf or stabilized runway, now is the time to blade off those big clumps of grass, reseed and roll the runway while there is still some moisture in the ground.

2. How does the windsock look? If it's frayed and torn, now is the time to replace it. The Aeronautics Division sells bright orange 18 and 24 inch diameter windsocks for \$24 and \$32 respectively. Please measure the diameter before ordering. Oh yes, while you're at the wind standard, don't forget to grease the bearings and give the standard and segmented circle a coat of paint. If you have a lighted windsock, be sure to replace any burned out bulbs.

3. Snow plows can raise havoc with runway and taxiway lights. The Aeronautics Division carries a stock of parts for runways and taxiway lights including bulbs for low, medium, and high intensity fixtures. We also have



Lawrence Siroky (left) and Bob Braico prepare paint at Canyon Ferry.



A line of rock pickers advances down the field at Canyon Ferry during the work session conducted by the Helena Hangar of the MPA in April.

retro-reflective markers for marking unlighted areas for night use and an assortment of beacon and VASI bulbs.

4. Tiedown areas seem to require a great deal of maintenance. Now is the time to check the anchors, replace the ropes or chains, and paint around them for easy recognition.

5. Winter takes its toll on perimeter fences, gates, and signs. Be sure to repair them.

6. How is your airport beacon working? When was the last time you changed the bulb, cleaned the lenses or oiled the motor? This is another important item on your spring maintenance list. We stress the importance of servicing your beacon at least twice a year. We've found that the older beacons have a much greater range than the newer ones. A small amount of maintenance on the older beacons should keep them running indefinitely. We carry some replacement parts and have technical manuals available. We'll be happy to inspect your beacon when we're in the area if you let us know in advance.

7. A general cleanup of weeds and trash does a great deal to beautify your airport.

We have found that both the Montana Pilots Association and the Civil Air Patrol are willing to work on different airports. The 99s also try to paint two airports a year with the name of the town on the ramp area.

We furnish the paint and other supplies to the 99s and the other groups working on any of the state's eleven



One of the tire markers gets a new coat of paint at the hands of Janet Braico.

emergency/recreational airports. Your airport may be able to solicit help by doing the same. It doesn't seem like work when it's part of a fly-in and/or refreshments are made available.

The Helena Hangar of the MPA recently overhauled the Canyon Ferry turf strip east of Helena. This airport seems to grow a good crop of rocks each winter, so "rock pickers" play an important part. The windsock was changed and the standard greased, etc. The segmented circle and runway markers were given a fresh coat of paint. The rocks spelling out "Canyon Ferry" were also redone in bright yellow.

Our office is especially grateful to all those folks who give up a weekend each year to brighten up one of "your airports." (We have more available if anyone's interested!)

Aircraft Need Spring Cleaning



**By: Patty Mitchell, Supervisor
Aviation Safety & Compliance**

It is springtime in the Rockies! The days are longer and the weather is often beautiful. The long flying days are here, and it is time to get the airplane cleaned up and ready to fly.

We need to remember a few safety tips before we take to the air. If the airplane has been sitting on the ramp all winter, you will probably want to change the oil and clean the screen or change the filter. Also take a look at the tires. The proper inflation is only realized by checking it with a gauge. Visual clues are simply not enough — especially with the new high pressure tires. If the tires have been underinflated all winter, they may show cracks and deterioration so check them before you fly.

While you are looking in the cowlings, check for birds' nests or grass and nesting materials. Birds love to live and raise a family in airplane engines. If your airplane is a taildragger, the birds may have made a nest in the tail area causing the water to become blocked and frozen rather than draining out as it should.

The pitot tube is a favorite place for insects. Various insects crawl into the tube and block the ram air from entering or at least cause the airspeed indicator to read incorrectly. If yours is an IFR approved airplane, do not attempt to disassemble the pitot tube yourself. It would require another pitot/static system check.

A very important matter of aviation safety during the spring checkup is the fuel system. The bladder type fuel tanks have been installed in some 70,000 U.S. built aircraft and tend to

collect water which may not be removable by ordinary drainage of the sumps during preflight.

From the National Transportation Safety Board, files for the six-year period of 1975-1981 revealed that there were 296 engine failure or malfunction accidents in U.S. general aviation aircraft where water in the fuel was cited as a cause/factor. These resulted in 72 fatalities and injuries to some 200 other persons.

An FAA procedure for checking for water in the fuel in bladder type tanks consists of the following:

1. Level the wings, lower tail gently (if a tricycle gear aircraft) and allow to stand for at least two hours.
2. Take drain samples from all sumps until clear.
3. Agitate the wings, and allow aircraft to sit for another two hours.
4. Take drain samples again from all sumps. If more water appears, that is a strong indication there are hazardous wrinkles in the bladder.
5. Have a qualified mechanic drain the entire fuel system dry, then remove the filler cap adapter for access to bladder cells which should be swabbed out by hand and inspected for wrinkles.

Pilots who operate certain Cessna aircraft equipped with bladder cells — Models 180 through 210 — should be aware of Cessna Service Information Letter SE84-4 which recommends a one-time inspection of the bladder fuel cells.

Another important consideration in your spring aircraft checkup is the condition of the battery. If it has gone completely dead in the very cold temperature, there is a good chance that the electrolyte lost its charge and turned into water, therefore freezing and cracking the battery. If you take a few minutes and take the battery out and charge it, you will be assured that it is properly charged and not cracked. Of course, the problems connected with hand propping go without saying.

Let's all plan to spend some time on assuring that our aircraft is in good shape for flying in every way. Your safety and the safety of all who fly with you will be worth every minute you spend on preflight.

CALENDAR

May 27 — Shelby Fly-In and Air Show.

June 1-3 — MPA Convention, Yogo Inn, Lewistown.

June 16 — Dedication of new airport at Del Bonita. (See Administrator's Column.)

June 15-17 — 3rd Annual EAA International Ultralight Convention, Oshkosh, Wisc.

June 22 — Montana Aeronautics Board Meeting, Ramada Inn, Billings.

June 22-23 — Statewide Aviation Conference, Ramada Inn, Billings.

July 13-15 — Northwest Regional Super Safety Seminar, Wenatchee, Wash.

July 14-19 — IFF Convention, Convention Centre, Winnipeg, Manitoba.

July 21-22 — Schafer Meadows Fly-In.

July 22 — Aviation Day, Missoula.

July 27-29 — Great Canadian DeHavilland Fly-In, Wetaskiwin, Alberta.

Aug. 2-4 — Professional Aviation Maintenance Association Convention, St. Louis, Mo.

Aug. 5 — Libby Pancake Breakfast and Air Show.

Sept. 7-9 — MAAA Fly-In, Three Forks.

Sept. 9 — Fourth Annual Fly-In at Dallas Aero, Poplar.

Sept. 12 — Helena Air Show.

Sept. 14-16 — Reno Air Races, Reno, Nev.

Sept. 21-23 — Mountain Search Pilot Clinic, Kalispell.

Shelby Plans Air Show

The Shelby Hangar of the Montana Pilots Association will sponsor a Fly-In and Air Show on Sunday, May 27. The day will begin with breakfast served between 8:00 and 11:00 a.m. Participating pilots will be briefed at 9:30. The day's activities will include static displays, raffles of airplane rides, flour bombing, and spot landing contests. An air show, scheduled to begin at 1:00 p.m., will feature the Northern Knights Aerobatic Team and the Great American Flying Circus.

FAA Issues Certificates

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COMMERCIAL

John Martin Browning
Frank Sanders Missoula

INSTRUMENT

James Meyer (Helicopter) ... Vaughn

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George Tillitt Forsyth
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Donald Hungerford Great Falls
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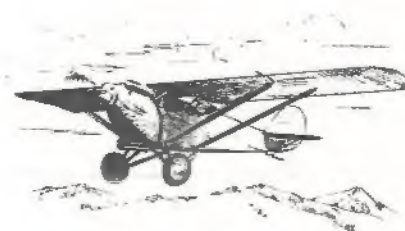
WINGS

Phase I

Alvin Eli Great Falls
Janice Pisano Kalispell
Alfred Noyes Somers
John Barrett Cascade
Wes King Columbia Falls
Murl Williams Lambert

Phase II

Donald Poulson Billings



REGISTRATION FORM — AVIATION CONFERENCE

_____ I (we) will be attending the Montana Statewide Aviation Conference to be held at the Ramada Inn in Billings on June 22 - 23, 1984.

Enclosed please find my payment of _____ for registration fee(s) for _____ participants. (\$10 per participant — includes cost of Saturday luncheon.)

_____ Yes, I (we) am interested in attending the Flying Companion Seminar on Saturday morning.

Name (please print): _____

Address: _____

Organization affiliation (if any): _____

Return AS SOON AS POSSIBLE to: Montana Aeronautics Division
Box 5178
Helena, MT 59604
(Phone: 444-2506)

EAA Ultralight Convention Scheduled

The EAA Ultralight Association says that all aviation enthusiasts, including warbirds, antique owners, and homebuilders will be welcome at the 3rd Annual EAA International Ultralight Convention on June 15, 16, and 17 at Wittman Airfield in Oshkosh, Wisc.

Paul H. Poberezny, president and founder of the EAA, indicates that over the past two conventions there has been a notable increase of modern aircraft, antiques, and homebuilts at the EAA Ultralight Convention. Many of these airplane owners also become ultralight owners after being exposed

to the "Great EAA Ultralight Marketplace."

The organizers of EAA Ultralight '84 have promised to provide the aviation enthusiast with the "ultimate" ultralight experience. The convention will feature educational forums, exhibitions, and entertainment. The fully sanctioned EAA Ultralight Grand Prix competition will again provide both professional and amateur pilots with the opportunity to test their skills and win prestigious EAA "Eagle" trophies and major equipment awards offered by various ultralight manufacturers.

Those who are entering the ultralight movement for the first time and those who are "trading up" will have a full range of manufacturers and dealers with whom to discuss their needs and desires at the "Great EAA Ultralight Marketplace."

Poberezny adds that he hopes many aviation enthusiasts among the public as well as general aviation will take the opportunity to attend EAA Ultralight '84.

2,500 copies of this public document were published at an estimated cost of \$.25 per copy, for a total cost of \$626, which included \$487 for printing and \$139 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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